













## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S  
E  
VERY OLD LIQUEUR  
SCOTCH  
WHISKYA Blend of the Finest Pure Malt  
Whiskies distilled in ScotlandGENUINE AGE  
AND  
FINE MELLOW  
FLAVOUR.Robert Porter & Co.'s  
BULL DOG  
BRAND  
GUINNESS' STOUT  
in PINTS and SPLITS.A. S. WATSON & CO.,  
LIMITED.  
ALEXANDRA BUILDINGS.  
Hongkong, 7th July, 1910.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 17, 1910.

OUR NEW TERRITORY AND  
THE RAILWAY.

Too much importance can scarcely be attached to the great part which our New Territory is destined to play in the future of Hongkong's history. On every side of that fruitful land, evidences are abundantly apparent that it is going to be the great feeder of the Colony, not only providing an outlet for the Island's congested population, but, so making a home for new industries encouraged to come to our shores by cheap land and cheap methods of haulage. Of course the main factor in this movement is the starting of the Kowloon to Canton Railway which is expected to be in full working order by next July. It is rather unfortunate that the new railway has encountered certain speculators to rush in to land-buying on the line of route. Were there of a substantial class, it would be forgivable, but they are not. It is quite on the cards that a good deal of land in the neighbourhood has already been acquired by people who do not intend to make use of it towards the development of the Territory except to hold it up until such time as its advanced value will repay them a thousand fold for their original petty purchase price. The Government have had experience before of this tendency to regret the Colony for the sake of private gain, for it is a well known fact that before the

Peninsula was added to the Colony's territories, speculative buying of land on the shore was rampant, with the result that many minor but thriving industries were forced to remove to regions beyond. It is true that the Government have a power of resumption over all Crown lands but they have not exercised this right in many cases in which it was their obvious duty to do so, in defence of citizenship privileges, although, perhaps, the contention strongly weighed with them that in governmental resumption cases the arbitrator's verdict nearly always goes in favour of the private owner. It would appear, though, that our authorities are going to make a determined stand against improper granting of land leases on the new railway route. A few days ago, a party including His Excellency Sir Henry May, Mr. Chatham, Mr. Murray Stewart, and Mr. Clementi, made a thorough tour of the New Territory apparently with a view towards arriving at some definite plan of action to prevent a recurrence of this evil. The result of their visit no doubt will be formally conveyed to the Legislative Council by His Excellency in due time. It is interesting, at any rate, to know that the members of the party were extremely satisfied with the progress made in road-making all over the Territory, which roadways are all constructed so as to debouch from neighbouring villages and towns upon the different railway stations. We hear also that there is in contemplation the laying down of a system of light railways which will act as feeders to the main line and provide easy means of communication throughout to Canton and the Hankow Railway. This scheme, however, has not yet been made public, although there is little doubt that it will come to pass in the flux of time. In the meanwhile, the stations on the British section of the line will be Tsimshatsui (the Kowloon terminus) and Yau-mai, on this side of the tunnel; then Sheung-wai-tse (opposite Shatin), Tai-po, Tai-wah, Fanling and Lo-fu Ferry. Just beyond the last-mentioned station we come to Chinese territory, and over the boundary the first station will be Sam-chu. On the British section of the Kowloon-Canton Railway the cost of running is estimated for next year at \$183,000, of which \$61,000 is in accordance with the usual railway practice in the first year of open line. Interest on advances for construction amount to \$410,000. Another new sum of \$65,371 under railway charges is a half-year's payment of 1 per cent. to the Sinking Fund in respect of the loan raised for advance to the Viceroy of Wuchang and for the railway purposes generally. As we mentioned some time ago the opening of the line will not be later than the 1st October next. In reply to the Board of Posts and Communications H.E. Yuan Shu-hen, the Viceroy of the Liang Kwang, has stated that the delay in the construction of the Chinese section of the Canton-Kowloon Railway has been caused by the objections offered by the people to the project some time ago. Now the work has made much progress. If there is no emergency in the future the whole section will be completed according to the terms of the agreement.

## LOCAL AND GENERAL.

THE Dock Co. secured the contract for repairing damages to the s.s. *Kumkoo*.

A LONDON wire states that the interim dividend of the teafield Rubber Company is fifteen.

FOUR men were each fined \$10 in the Police this morning for attempting to evade payment of their fares on board the s.s. *Kwong-i*.

THE master of the British s.s. *Pauling* reports passing a captured big junk with bottom up in Latitude 24° 6' N. Longitude 116° 55' E., on the 12th inst.

A NATIVE was awarded one month's hard labour and six hours' stocks by Mr. E. R. Hallifax at the Magistracy this morning for stealing a quantity of copper from the cables in the Naval coal-yards at Yau-mai.

A DUTCH company has been formed to manufacture Portland cement at Padang on the West Coast of Sumatra, where the materials for the purpose are said to abound. The machinery and gear are on the way from Germany, and the company hopes to start working in March 1911. The installation can turn out 150,000 barrels of cement at the cost.

BRITISH capitalists are taking the final steps for another big rubber land deal in Java, so runs a Hague wire dated August 25. The estates belong to the Michiels Arnold Exploitation Company. The offer reaches the sum of eight million guilders, and contains the stipulation that the management of the estates will be mostly left in Dutch hands. The Java government raises no objection to the deal. The area comes to about 28,000 acres, with a tenantry numbering 150,000 in number.

THE s.s. *Sid Anwas* was the scene of an exciting incident last night. When nearing Green Island Chinese passenger on board asked to pay his fare declared he had no money where with to comply with the request and promptly jumped overboard with the object of swimming ashore and thus avoiding arrest. His progress, however, was unfortunately intercepted by a fisher, whose occupants picked up the drowning man and brought him to the shore. On being searched, a small amount of money was found on his person, but he was not allowed to go ashore until he had paid his fare. This morning he was brought up at the Magistracy and fined \$10 for his little escapade. A number of American tourists were on board at the time and greatly enjoyed the spectacle.

## KOWLOON-CANTON RAILWAY.

## FIRST CARRIAGE COMPLETED.

Of the eight carriages, which the Hongkong and Whampoa Dock Co. are constructing for the Kowloon-Canton Railway one was completed this morning and delivered to the railway administration. Work on the others is being pushed forward with all expedition.

## DEATH OF Q. M. S. TOMKIN.

## THE FUNERAL.

The death took place yesterday morning of Quartermaster Sergeant Tomkin of the R.G.A. Lympson. The deceased was only admitted to hospital on Wednesday and his demise came as a shock to his numerous friends. The funeral took place in the afternoon, leaving Wellington Barracks at 4 p.m., the band of the Buffs being in attendance, and was followed by the officers and men of 87 Company R.G.A. and numerous friends of the deceased in the Garrison. The deceased was followed by the following:—Mammy and Dolly, Pte. White, R.A.M.C., Messrs. Langley, Ogill, and Davis, Water Police; Officers 83 Co., R.G.A., N.C.O.'s and men 83 Co., R.G.A.; Constable Water Police—Jorg's, Mess R.G.A. Victoria—Married Families 83 Co., R.G.A.—C.O.M.S. Foster R.G.A.—Mrs. Woods—Junior N.C.O.'s—88 Co., R.G.A.—Sijer Toller, Q.A.T.M.S., N.C.O., and men 83 Co., R.G.A., Sergeants Mess Lympson, Capt. and Mrs. Twiss R.G.A., W. O's S. Sigs, and Sergeant R.G.A. Victoria Barracks, Junior N.C.O., 83 Co., R.G.A., Sergeants Mess R.A.M.C., Sergeants Mess Stonecutters, St. H.K.S.B., R.G.A., N.C.O., 83 Co., R.G.A., Sergeants Mess and Buffs, Married Families 83 Co., R.G.A., Members Garrison Sergt Mess, S. Sergt and Mrs. Folter and Killy, R.E. N.C.O., Mess Hongkong.

THE Sungei Way Selanger Rubber Company, Ltd., announce an interim dividend of 2s. 6d. per share.

If the whisky bath comes into fashion for rheumatism, John D. Rockefeller will have more to answer for than Standard Oil ever put up to him.

THE Eastern Entertainment Company, Limited, will, unless cause is shown to the contrary, be struck off the Companies' Register and the company will be dissolved.

THE master of the French s.s. *Ville de la Clot* reports passing a sunken junk 9 miles in S. 4° W. from the Lighthouse at Ouen on the 11th inst.

DR. O. Forsyth has been appointed assistant health officer of the port, during the absence on leave of Dr. F. G. O'neil, or until further notice, with effect from the 20th September inclusive.

MR. A. A. H. Milroy and Mr. R. C. Casworth have been appointed members of the Filtrage Board for Mr. F. B. Brown resigned and during the absence on leave of Mr. H. J. C. V., respectively.

THE mill which the Oji Paper Mill Company of Tokyo have constructed in Hokkaido, commenced operations in August. The cost of the buildings and plant was Yen 7,500,000 and the capacity of the mill is said to be 2,700 tons of paper per annum.

THE affairs of the late Optum Farm at Singapore are being settled in friendly action and on the application of Mr. Rowland Allen, Mr. A. W. Oshin and Mr. Chas. Swas Ching were accepted as receivers, finding surety in a \$100,000 bond.

THE opening of New Wija to foreign trade and the closing of Masampho as an open port have been officially announced by Orders issued by the Residency-General. New Wija will be opened on the 29th instant and Masampho closed on January 1st next.

IT is Excellency the Officer Administering the Government has been pleased to appoint Mr. C. H. Ross to be Captain in the Volunteer Scouts Company with effect from the 24th August, 1910, and Mr. M. W. Slade and Mr. J. Johnston to be Lieutenants with effect from the 1st and instant, respectively.

HIS MAJESTY the Emperor has presented the Mayor of Madrid with a beautiful silver bowl bearing an Imperial crest, in recognition of the cordial reception accorded by him to Princes and Princesses Nashimoto, Kuni, and Fushimi, Jan., during their visit to Spain in the course of their Highnesses' recent tour in Europe.

IN a lecture on the Rand Gold Mines which he gave at Johannesburg Mr. Lionel Phillips said that they were destined to play a still greater part in the country's future than hitherto. The deposits would not be exhausted in the present century, and he expected that the reefs would be workable to a vertical depth of 1,000 ft.

HIS Excellency the Officer Administering the Government has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council—An Ordinance to provide for the formation of a Volunteer Reserve; an Ordinance to amend the Malicious Damage Amendment Ordinance, 1910; an Ordinance to further amend the law relating to Dangerous Goods; and an Ordinance to amend the Magistrates Amendment Ordinance, 1903.

A NATIVE was charged at the Magistracy this morning with attempted burglary in a watchmaker's establishment in Bonham Street. It appears that the man forced an entry by means of a pair of scissors, which was manipulated with successful results in breaking open one of the windows. He was charged with the attempt and was eventually brought to earth by a direct watchman. (It appears that a similar effort had been made on the night previous to the robbery, but the thief had been unable to gain access.) Several other thieves were seen about the place.

## THE CHINA LIGHT AND POWER COMPANY, LIMITED.

## ANNUAL MEETING.

The ninth ordinary annual meeting of shareholders in the China Light and Power Co., Ltd., was held at the office of the Company, St. George's Building, at noon, to-day, for the purpose of receiving a statement of accounts and report of the general managers for the year ending 31st July, 1910, and electing a consulting committee and auditors. Mr. P. Shewan presided. There were also present—Dr. J. H. Noble (consulting committee), T. F. Hough, O. A. Jones, E. W. Terry, Fung Shi-wah, R. Hancock, H. F. Campbell and D. H. Young (secretary).

The Secretary having read the notice convening the meeting.

The Chairman said:—Gentlemen.—We have now to lay before you the reports and accounts made up to 31st July last, copies of which have been in your hands for some time. I pointed out at the last yearly meeting that Kowloon was doing little more than pay its expenses, and, as you see, the balance from working account this year is only \$3,661.37. But this was working with our old steam engines which had become very costly to run, compared with modern engines. At the same meeting we told you that we were then going closely into the question of alterations, and improvements at Kowloon, and the result of this was that we decided to replace the old steam sets by a set of three Westinghouse vertical gas engines, each of 150 kilowatts, and the old switchboard by a new and thoroughly up-to-date switchboard. Practically we shall have to scrap all our old plant with the exception of one gas engine of 70 kilowatt power, as we can work so much more economically with modern gas engines instead of steam. It is not safe to prophesy, but there is no doubt that these engines will effect a very marked reduction in our bills for fuel, which is by far our largest item of expenditure. The first gas engine has arrived and is now in course of erection, and the other two will follow, so we hope to have all three running before long. Two will be in use and the third will be kept as a spare in case of a breakdown. What we want over there is more work and more consumers to supply. We told you \$10,000 worth of current last year, and now we have supplied double that amount with hardly any increase in working expenses. Kowloon is growing, and he must look on that fact and look to the future for our reward. We do all we can to increase the number of our customers, and I am glad to say that the e is a steady, if slow, improvement in this respect. As a matter of fact, there is a fair improvement in the number of lamps connected, but the supply of current does not show a corresponding increase owing to the use of the more economical metallic filament which require only about one-third of the quantity of current formerly consumed by the carbon lamp of the same candle power. This has helped to improve our income from the sale of current, but on the other hand what is our loss in our customers' gains. We must content ourselves with the hope that the lower cost will increase the demand all round, and thus in time more than offset the present reduction in our bills. We have made a contract for the supply of light and power to the Kowloon-Canton Railway which will increase our output considerably and leave us a moderate profit if we supply as much as we hope will be required under this contract. But it is not to what we are doing now, but to the future, that we must look, and we have every hope that the expansion of Kowloon will soon begin to make rapid and unobstructed progress. Now what is our railway communication with Canton seems likely to be an accomplished fact next year. This is about all I can say as to our prospects, but if the next accounts do not show reduced expenses and increased earnings, I shall be very surprised and disappointed. Now as regards our finances, in accordance with the resolutions which were passed at extraordinary meetings, the capital was reduced to \$500,000 by the return of \$50,000 on 50,000 shares. Before, however, we could obtain the consent of the Court to this reduction, we had to have all our assets re-valued, which necessitated taking \$50,000 from the reserve fund for depreciation. This left \$55,000 in reserve, which was absorbed by the payment of a bonus of 5s. per share to the holders of the 50,000 shares. These payments took us \$50,000 of our cash in hand, leaving \$105,818.43 on 30th June to pay for the new plant. Even now our present capital is much too large for our earnings. Out of the former capital of \$500,000 the company has now returned \$500,000 so that the actual capital should now be only \$50,000 but the bonus of \$55,000 could not, by law, be treated as a return of capital, so the capital had to be stated as \$50,000 but it really should be. The present figure will certainly have to be reduced to more reasonable dimensions before we can pay a dividend on it, and it seems to us that the simplest way to do this would be to form a new company of say, \$100,000 and sell out to it, but this is not a pressing matter and may be left for consideration later on when our earnings have reached a point that will warrant the payment of dividends. The balance at credit of profit and loss account of \$50,422.25 we recommend be written off, as it will not be repaid by cash from the new plant. The new plant is paid for, but it is really a loss, as the plant is Electrical fittings are not good stock to carry, for patents and fashions are continually being improved upon and a figure that is in good demand one day is unsaleable the next. We have in fact had to send some of our stock to the auction room as the only means of getting something for it. I mention this to explain why we propose to use some of the balance of \$50,422.25 for writing down the value of our materials in hand. Before moving on to the adoption of the report and accounts, I shall be pleased to hear any remarks from shareholders.

As there are no questions, I beg to propose that the report and accounts, as presented, be adopted and passed, and that the balance of \$50,422.25 at credit of profit and loss account be written off as follows:—\$50,422.25 from buildings and machinery, \$5,341.57 from materials and stores.

Mr. T. F. Hough seconded.

Carried unanimously.

MR. E. W. Terry proposed that Sir Paul Carter, Dr. J. H. Noble, and Mr. H. F. Campbell be re-elected to the consulting committee.

MR. R. Hancock seconded.

Agreed.

DR. Noble proposed that Mr. Fung Shi-wah be re-elected, and it was agreed that Mr. W. H. Hough and Mr. A. O. D. Gordon be re-elected auditors for the coming year.

THE Chairman:—That is all the business of the meeting gentlemen. Thank you for your attendance.

## THE DOUGLAS STEAMSHIP CO., LTD.

## ANNUAL REPORT.

The report for presentation to the shareholders at the twenty-seventh ordinary general meeting, to be held at the office of the company, on Saturday, the 24th inst., at 2.00 p.m., is as follows:—

The general managers have now to submit to the shareholders their report on the twenty-seventh year's working of the company, ending 30th June, 1910.

After paying all running expenses, premia of insurance, remuneration to the consulting committee and auditors' fees, there remains a balance at credit of profit and loss account of \$110,654 which with the approval of shareholders will be transferred to the reserve fund from which, in order to provide for depreciation of the company's properties, it is proposed to take the sum of \$245,110.61.

The reserve fund will then stand at \$85,000. The depression in trade referred to in the last report continued and cargo was very scarce during the first half of the period under review, but since Chinese New Year a distinct revival occurred, though the keen competition on routes precluding all chance of raising freight rates and the high price of coal continuing, prevented any marked improvement in earnings.

The *Italys* unfortunately touched a rock in the Foochow River in February, but the damage was not serious enough for repairs to be necessary, before her annual docking in August.

The steamers and other properties of the company are in first class order.

The amounts appearing as "Freights due" and "Accounts receivable" have since been collected.

## CONSULTING COMMITTEE.

The committee now consists of Messrs J. W. C. Benson, R. Shaw and Hon. Mr. H. Kew-lick, who retire in terms of his articles of association but for themselves for re-election.

## AUDITORS.

The accounts for the first six months have been audited by Messrs W. H. Potts and E. A. M. Williams (the latter acting for Mr. Lowe) and for the last six months by Messrs A. R. Lowe and F. Mallard (the latter in place of Mr. W. H. Potts). Messrs. Lowe and Potts now retire but offer themselves for re-election.

DOUGLAS LARPAK & CO.,  
General Managers.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1910.	
To amount transferred to reserve fund as resolved at last general meeting .....	\$ 1,374.54
Exchange account .....	3,960.04
Auditors' fees .....	652.00
Remuneration to consulting committee for 12 months .....	2,000.00
Remuneration to general managers for 12 months .....	10,000.00
Loss on raising the company's steamers during the year .....	667.40
Balance .....	110.61
	\$ 18,655.62

By Balance of profit and loss account, 30th June, 1910 .....	
" Coal account (profit) .....	735.16
" Sale of steam launch (profit) .....	474.36
" General interest account .....	253.90
" Interest on mortgages &c .....	15,972.71
	\$ 18,655.61

BALANCE SHEET FOR THE YEAR ENDED 30TH JUNE 1910.	
Liabilities.	
Capital account:—	
20,000 shares at \$50 .....	\$ 1,000,000.00
Reserve fund .....	230,000.00
Underwriting &c of the company .....	1,073.12
Unpaid bonus .....	18.20
Unpaid dividends .....	38.50
Sundry &c payable .....	69,811.14
Profit and loss &c .....	110.61
	\$ 1,416,667.65

Assets.	
Value of the Co's steamers:— <i>Italys</i> , <i>Haitian</i> , <i>Haitian</i> , <i>Haitian</i> and <i>Haitian</i> as per last a/c .....	\$ 1,087,870.00
Less amount written off as resolved at the last general meeting .....	33,787.00
	\$ 1,054,083.00
Additions since made .....	6,972.21
	\$ 1,061,055.21

Unpaid bonus .....	138.2
Unpaid dividends .....	38.5
Sundry s/c's payable .....	69,981.5
Profit and loss a/c .....	170.4

	\$1,416,687.65
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## ATTEMPTED BURGLARY IN PEAK ROAD.

## CURIOUS BEHAVIOUR OF NATIVE OUTSIDE A GARDEN.

Shortly after one o'clock this morning, No. 4, Albany, Peak Road, the residence of Mr. J. Arceid, Secretary to the Hongkong, Canton and Macao Steamship Company, was the scene of an attempted burglary. It appears that about the time mentioned, Mr. Arceid was in his bed after returning from the Theatre when suddenly he heard noises proceeding from the direction of the window and on entering the verandah saw the figures of two Chinamen climbing up the rain spout. He called upon the midnight prowlers to stop but as his order was unheeded, he fired two shots, verily holing the intruders in the thigh and the chest. At the same time giving the alarm. The men jumped over a wall into the Botanical Garden, where one of the men is all gored to have a right shaver from the rain. Shortly afterwards, two soldiers in company with a Chinese constable came across the man with a 'j' ket slung across his head and his eyes scanning the lines of a newspaper. As the man's manner appeared to be suspicious, he was detained and this man was brought up at the Magistracy but was discharged owing to insufficiency of evidence as to the question of identification.

## LESSONS IN SWIMMING.

## THAT GHAT'S DEBATE BY HONGKONG.

So far no serious attempt has been made to explain Shanghai's defeat at the hands of Hongkong in aquatics, and whilst this is to us more highly satisfied to find that at the same time no attempt has been made to explain it away. It would, however, be wasting opportunities to let this occasion slip without suggesting a few thoughts upon the situation, and the following remarks written by one who has done a little swimming in his day may be of interest.

In considering the Interport Carnival, words used by the old boxer in Gonas Doyle's novel "Rodney Stone" come back to mind. The old sport where day had a long since fled used to matter, "Youth will be served," and he was right. In the events of last week it was a case of youth beating matured strength and skill, and I remind us that this is the day of prodigy, and not alone in the musical world where they have certainly cut a dash.

THOMAS LOGAN, the champion at everything from 100 to 280 yards, was announced to the 15th night public by his proud father as only 15 years of age. A strongly built, fair-haired lad, he was the mainstay of the Hongkong side, and superior though they were as a whole he was really the only one who stood head and shoulders above the Shanghai men. Next to him on the visiting side was C. J. Cooke who is also a wonderful swimmer, but that he received assistance from Logan is beyond doubt. With Logan in the races going ahead all the time, he naturally attracted the attention of the bravest and best of Shanghai swimmers, R. W. McCabe, but the opinion is current, and there is every thing to support it, that had Logan been eliminated and McCabe been pitted against Cooke, a man of very nearly his own mark.

THE SHANGHAI CHAMPION would have done ever so much better. This is written in no spirit of detraction from Cooke's admirable performance, but the conclusion is arrived at in the light of years of experience in such matters.

The question we all want to solve is, Why did Shanghai make such a poor show? Probably it will be found in the lack of properly directed enthusiasm. Two clubs there are in Shanghai which go in for competitive swimming, the Rowing Club and the International Swimming Club. Since the swimming tank was built in the Soochow Road.

THE ROWING CLUB MEN have always gone in for this sport, whilst an additional impetus was given by the formation of the S. I. S. C. four years ago. At the beginning of the present season the Rowing Club men were very keen on rowing, with the result that swimming did not receive its usual share of attention, whilst the International men were also late in starting, and thus with the approach of the Interport contest there was not that keen training which ought to have been the rule. For the amateur regatta men will forego tobacco and alcohol for six weeks and never grumble, and had the swimming men entered into it with the same spirit and proper dieting things would assuredly have been different. We do not forget that the Hongkong men swim for miles outside of the year and in this they have a distinct pull over their northern rivals, but at the time Shanghai should have done much better. Take for instance the five swimming done on several occasions by D. H. Cooke who, sent to McCabe, put up a right first Shanghai. We feel convinced that had a few weeks of judicious training preceded these efforts, a greater measure of success would have met them.

At the moment there is NO LOCK OF TALENT IN SHANGHAI, and the youth of the Settlement is showing much promise. At the same time it is to be doubted whether McCabe will come to the fore again. Last season he declared his day to be over, and though he played the game well his start this year was rather satisfactory and a good deal of purification had to be brought to bear before he could put on his arduous duties. There is also a party of men who a few years ago was the plant and soul of Shanghai aquatics. This year he performed the honorary though difficult and highly necessary duties of judge. A word of praise may be given him in connection with his work, and he has done it with a fine grace and a good deal of success.

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

Proposed Sailings from Hongkong and St. John, N.B., etc.

From Hongkong	From St. John
"EMPRESS OF JAPAN" SATURDAY, OCT. 8th.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4th.
"EMPRESS OF CHINA" SATURDAY, OCT. 30th.	"ALLAN LINE" FRIDAY, NOV. 25th.
"MONTEAGLE" WEDNESDAY, NOV. 10th.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19th.	
"EMPRESS OF JAPAN" SATURDAY, DEC. 17th.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16th.
"EMPRESS OF CHINA" SATURDAY, JAN. 14th.	"ALLAN LINE" FRIDAY, JAN. 13th.
	"ALLAN LINE" FRIDAY, FEB. 10th.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or London.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further information, apply to D. W. GRADDOCK, General Traffic Agent, Corner Peddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

Destination	Steamship	On
TIENTSIN via WEIHAIWEI	CHEONGSHING	TUESDAY, 20th Sept., Noon.
SHANGHAI	LOKSANG	TUESDAY, 20th Sept., Noon.
SINGAPORE, PENANG & MALACCA	LAISANG	TUESDAY, 20th Sept., Noon.
MANILA	YUENSANG	FRIDAY, 23rd Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	LOKSANG	FRIDAY, 23rd Sept., 4 P.M.
	KUENSANG	TUESDAY, 4th Oct., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kaituma*, *Nagasaki* and *Fuchang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chao, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dato, Simporna, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. General Managers.

Telephone No. 215. Hongkong, 16th September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamship	To Sail
HONGKONG & HAIPHONG	"SINGAN"	18th Sept., Daylight.
SHANGHAI	"LINAN"	18th Sept., Daylight.
PUKOW	"LIEN CHIE"	19th Sept., Noon.
MANILA, ILOILO & CEBU	"TAMBO"	19th Sept., 4 P.M.
SWATOW, AMOY & SHANGHAI	"YUNHAI"	20th Sept., Noon.
ILIOLO & CEBU	"KALHUA"	20th Sept., 4 P.M.
SHANGHAI & TIENTSIN	"KUEIHO"	21st Sept., 4 P.M.
QINGDAO & TIENTSIN	"KUEIHO"	21st Sept., 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	21st Sept., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES: Cargo booked through for all Australian, New Zealand and Hawaiian Ports.

MANILA-TWINS-SEWY STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWINS-SEWY STEAMERS (Anhui, Cheow, Liang, Chienhai), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Monday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

(Time steamer land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.)

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 16. Hongkong, 17th September, 1910.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	1500	R. Rogers	MANILA	SATURDAY, 18th Sept., at Noon.
DAVID	1500	A. Foster	MANILA	SATURDAY, 1st Oct., at Noon.

SHEWAN TOMES & CO. GENERAL MANAGERS.

Shipping—Steamers.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct line service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA	"PANAMA MARU" Capt. F. Ogata	6,059	WED'DAY, 21st Sept., at Noon.
VICTORIA, B.C. & TACOMA	"SEATTLE MARU" Capt. T. Saito	6,181	WED'DAY, 5th Oct., at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Transoms and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMUJ via SWATOW and AMOY	"DAIJIN MARU" Y. Kaburaki	SUNDAY, 18th Sept., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers "OHOSHUN MARU" and "BUJUN MARU" First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 16th September, 1910.

S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KITANO MARU, Capt. F. H. Cope, Tons 9200 IYO MARU, Capt. R. Takeda, Tons 7300 HIRANO MARU, Capt. H. Frater, Tons 9200	WED'DAY, 18th Sept., at Daylight. WEDNESDAY, 19th Sept., at Daylight. OCT., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 8th Oct., From KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU, Capt. K. Kiwara, Tons 7000 TAMU MARU, Capt. K. Sato, Tons 1000	TUESDAY, 11th Oct., at Noon. TUESDAY, 11th Nov., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWAT MARU, Capt. T. Sekio, Tons 5000 NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 30th Sept., at Noon. FRIDAY, 25th Oct., at Noon.
SINGAPORE, COLOMBO & BOMBAY	TOSU MARU, Capt. Y. Nomura, Tons 7000	SATURDAY, 24th September, at Noon.
SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. Terakawa, Tons 5000	THURSDAY, 29th September, at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 18th Sept., at Noon.
KOBE and YOKOHAMA	TANGO MARU, Capt. A. Christensen, Tons 8200	THURSDAY, 29th Sept., at 5 P.M.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

Calling at Saigon.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE
Miyazaki Maru	9,000	15th Feb.	To Marseilles and London via Suez Canal.
Kitano	9,000	15th March	To London, per New Steamer.
Iyo	9,000	15th April	1st class Single—V50
Hirano	9,000	15th May	2nd class Single—350
Takao	9,000	15th June	3rd class Single—250
Kako	9,000	15th July	Old Steamer 1st class Single—300
Aki	9,000	15th Aug.	2nd class Single—250
Mishima	9,000	15th Sept.	3rd class Single—150

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers: Awa Maru, 7,000 tons, 25th Feb.

Inaba, 7,000 tons, 25th March.

Tamda, 7,000 tons, 25th April.

Awa, 7,000 tons, 25th May.

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers.

Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by RAIL.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information, apply to Freight, Passage, Sailings, etc., apply to T. KUDOMOTO, Manager.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE."

Captain Gregory, will be despatched as above about 17th September.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD. Agents.

Hongkong, 30th August, 1910.

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NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to Tawau, Lahad Dato, Labuan, Jolo and Menado.

THE Steamship

"BORNEO."

Captain F. Sembill, (ready to load on Monday a.m.) will leave on TUESDAY, the 20th inst., at 9 A.M.

For Freight or Passage, apply to NORDEUTSCHER LLOYD, MELOHRS & Co. General Agents.

Hongkong, 15th September, 1910.

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THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	On or about
Swetic	6,332	F. S. Cowley	10th Sept.
Kamurik	6,319	G. B. McGill	27th Sept.
Aymurik	4,305	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 8th September, 1910.

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REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK:

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 8th September 1910.

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For Sale.

FOR SALE AT GRACA & CO. 27, DES VOUX ROAD.

ASIATIC POSTAGE STAMPS and VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.

Assortment of Stamps and Post Card Albums.

Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Twelve, Magnifying Glasses, Perforation Gauge.

Novels, Books for parlour and household use, Toy Books for Children.

Prayer Books, Religious Pictures, Pendants.

Medals, Statuettes, Flower Seeds.

Relief Scripts and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

Inspection invited.

Hongkong, 20th January, 1910.

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LBE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

AT "DAIWA" STREET

HONGKONG

Keelung 1st September, 1910.

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Consignees.

THE P. & O. S. N. Co's Steamers

"DELHI"

FROM BOMBAY, COLOMBO AND STRAITS

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo: From London, &c., &c. India.

From Australia, &c., &c. Marseilles.

From Calcutta, &c., &c. Suez.

From Penang, Galle, &c., &c. Suez.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent on or before the 16th inst., and will not be recognized.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives, at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 14th September, 1910.

[4]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "PATHAN"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 16th inst., or they will not be recognized.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 2.30 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 16th September, 1910.

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NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"HIRANO MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 21st September will be subject to rent on or before the 16th inst., and will not be recognized.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 14th September, 1910.

[4]

THERAPION MAY NOW ALSO BE OBTAINED

DRUGS (TASTELSS) FORM.

SELF CURE NO FICTIONS

MARVEL UPON MARVELS

NO SUFFERER

NEED NO DRUGS

but without running a doctor's bill or falling into the clutches of quackery, may safely, speedily and economically cure himself with the new remedy.

THE NEW FRENCH REMEDY

THERAPION







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOOR &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF PROFIT OR LOSS ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	120,000	\$115	\$115	£1,500,000 \$15,000,000	\$2,019.50	2 1/2 for first half year ending 30.6.10 @ ex 1/4 = \$12.45	\$115 sellers \$117 1/2 ex div.
National Bank of China, Limited	90,000	7	6	£2,400,000 \$24,000,000	\$30.55	2 1/2 (London 2/6) for 1909	\$7 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$10	\$10	£1,500,000 \$15,000,000	none	\$10 for 1908	6 % \$100
North China Insurance Company, Limited	10,000	4 1/2	4 1/2	£1,500,000 \$15,000,000	Tia 307.573	Final of 1/16 making 13 1/2 for 1908	5 % Tia 115
Union Insurance Society of Canton, Limited	12,400	\$10	\$10	£1,500,000 \$15,000,000	\$37.98	Final of 1/16 making 13 1/2 for 1908 and an interim dividend of 1/16 for 1909	6 % \$30 sellers
Yangtze Insurance Association, Limited	12,000	\$10	\$10	£1,500,000 \$15,000,000	\$37.98	1/16 for year ending 31.12.08 and interim of 1/16 on account of 1909	7 % \$30
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited	20,000	\$10	\$10	£1,500,000 \$15,000,000	\$43.40	50 and bonus \$2 for 1908	7 1/2 % \$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$10	\$10	£1,500,000 \$15,000,000	\$43.40	\$17 for 1908	8 % \$115 buyers
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	\$15	\$15	£1,500,000 \$15,000,000	Dr. \$3.72	1/4 for 1908	\$10 sellers
Douglas Steamship Company, Limited	20,000	\$10	\$10	£1,500,000 \$15,000,000	none	1/4 for 1908 ending 30.6.1908	\$15 sellers
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	£1,500,000 \$15,000,000	\$36.50	Dividend of 1/4 for 30.6.10	8 % \$32
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	4 1/2	4 1/2	£1,500,000 \$15,000,000	Dr. \$37.82	1/16 for 1907 on Preference shares only @ ex 1/16 = \$3.154	500 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	1	1	£1,500,000 \$15,000,000	£102.994	3rd in. of 1/16 per sh. (comp. No. 12) making 1/16 in all 4/16 for '08 & interim of 1/16 for ac. '09	85 % sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.15	A dividend of 7 % for yr. ending 30.4. 1910	84 % sellers
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	£1,500,000 \$15,000,000	Dr. \$2.090	\$10 per share for 1909	6 % \$160 ex div.
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	£1,500,000 \$15,000,000	Dr. \$135.80	\$3 for 1897	\$22 sellers
<b>MINING.</b>							
China Engineering and Mining Company, Ltd.	1,000,000	1/10	1/10	£1,500,000 \$15,000,000	£1.435	Interim of 1/16 for 1910 (coupon No. 14)	9 % Tia 16 Pa. 10
Headwaters Mining Company	60,000	1/10	1/10	£1,500,000 \$15,000,000	none	First year	5 % \$74 sellers
Raub Australian Gold Mining Company, Limited	150,000	1/10	1/10	£1,500,000 \$15,000,000	none	50 per share 15th dividend	37 1/2
Oriental Consolidated Mining Co., Ltd.	50,000	1/10	1/10	£1,500,000 \$15,000,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15	5 % \$91 sellers
Docks, Wharves & Godowns	500,000	1/10	1/10	£1,500,000 \$15,000,000	none	Final of 1/16 making 13 1/2 for 1908	8 % \$10 buyers
Fenwick (Geo.) & Co., Limited	18,000	\$15	\$15	£1,500,000 \$15,000,000	Dr. \$8.40	\$1.75 for year ending 31.12.08	5 % \$91 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$15	\$15	£1,500,000 \$15,000,000	\$20.47	\$1 for 1909	4 1/2 % \$54
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$10	\$10	£1,500,000 \$15,000,000	\$13.75	No dividend paid this year	150 sellers
Shanghai Dock and Engineering Co., Ltd.	Tia 15,700	Tia 100	Tia 100	£1,500,000 \$15,000,000	Tia 6.16	Final of Tia 3 making Tia 6 in all for 1908	6 1/2 % Tia 76
Shanghai and Hongkew Wharf Company, Limited	16,000	Tia 100	Tia 100	£1,500,000 \$15,000,000	Tia 9.22	Interim of Tia 3 for 1910	7 % Tia 116
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	35,000	Tia 100	Tia 100	£1,500,000 \$15,000,000	Tia 4.14	Tia 6 for year ending 30.6.09	6 1/2 % Tia 97 sellers
Central Stores, Limited	50,123	\$15	\$15	£1,500,000 \$15,000,000	\$24.04	\$1.20 on old and 1/16 cents on first new issue	8 % \$160 buyers
Hongkong Hotel Company, Limited	12,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	\$1.60 on old shares and 1/16 on new shares	5 % \$100
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	Final of 1/16 making 13 1/2 for 1908	5 % \$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	45 cents for 1909	6 % \$100
Kowloon Land and Building Company, Limited	6,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	\$1 for 1909	6 1/2 % \$100
Shanghai Land Investment Company, Limited	75,000	Tia 50	Tia 50	£1,500,000 \$15,000,000	Tia 6.16	Interim of Tia 3 for 1910	6 1/2 % Tia 116
West Point Building Company, Limited	18,500	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	Final of 1/16 making 13 1/2 for 1908	8 % \$100
<b>COTTON MILLS.</b>							
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tia 50	Tia 50	£1,500,000 \$15,000,000	Tia 10.99	Tia 11 for year ending 31.10.09	6 1/2 % Tia 110
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	£1,500,000 \$15,000,000	\$9.53	50 cents for year ending 31.7.08	10 % \$5 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tia 75	Tia 75	£1,500,000 \$15,000,000	£4.87	Tia 7 1/2 for year ending 30.9.09	12 % Tia 55
Labor-Ling-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tia 150	Tia 150	£1,500,000 \$15,000,000	Tia 4.89	Tia 15 for 1909	7 % Tia 55
Soy Chee Cotton Spinning Company, Limited	2,000	Tia 150	Tia 150	£1,500,000 \$15,000,000	Tia 3.77	Tia 7 1/2 for 1909	10 % Tia 200
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Bagging Agency, Limited	8,604	12 1/2	12 1/2	£1,500,000 \$15,000,000	£1.37	15 % per share for 1908	18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	£1,500,000 \$15,000,000	£1.37	50 cents for 1909	6 % \$9 buyers
China Light and Power Company, Limited	10,000	\$12	\$12	£1,500,000 \$15,000,000	£1.37	50 cents for year ended 31.12.08	6 % \$10 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	£1,500,000 \$15,000,000	£1.37	50 cents for 1909	6 % \$10 buyers
Dairy Farm Company, Limited	40,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	50 cents for year ending 31.7.09	6 1/2 % \$10 buyers
Gibbs Island Cement Company, Limited	400,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	Final of 40 cents making in all 75 cents per share for 1909	10 % \$40 ex div.
H. Price & Company, Limited	12,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	14 per cent. viz. \$1.40 for 1909	12 % \$12 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	Final of 1/16 making 13 1/2 for 1908	6 % \$10 buyers
Hongkong Ice Company, Limited	5,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	Final of 1/16 making 13 1/2 for 1908	6 % \$10 buyers
Hongkong Roasting & Manufacturing Company, Ltd.	60,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	Interim dividend of Tia 12 1/2 15th March	6 % \$10 buyers
Maschappi & Co., Ltd.	25,000	£1.100	£1.100	£1,500,000 \$15,000,000	Tia 10.99	Tia 12 1/2 15th June & Tia 15 15th Sept.	5 % Tia 1200
Peak Tramway Company, Limited	25,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	50 cents on fully paid shares and 5 cents on 1/16 paid shares for year ending 30.6.10	5 1/2 % \$10 buyers
Peak Tramway Company (new)	10,000	\$10	\$10	£1,500,000 \$15,000,000	Pa. 18.40	None	5 % \$10 buyers
Philippine Company, Limited	75,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	None	5 % \$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tia 20	Tia 20	£1,500,000 \$15,000,000	Tia 10.99	None	5 % Tia 140
Societe des Pulpes et Papeteries de Tonkin	13,200	50	50	£1,500,000 \$15,000,000	none	First year	5 % \$10 buyers
South China Trading Post, Limited	6,000	\$15	\$15	£1,500,000 \$15,000,000	Dr. \$31.06	None	15 % \$15 buyers
Steam Laundry Company, Limited	20,000	\$15	\$15	£1,500,000 \$15,000,000	\$1.37	10 % for year ending 31st May 1910	8 % \$15 buyers
United Wharves Company, Limited	10,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	50 cents for year ending 31.12.08	5 % \$10 buyers
United Assurance Oriental Agency, Limited	10,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	50 cents per ord. share for year ending 31.5.09	5 % \$10 buyers
Wong & Co., Limited	10,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	15 cents for 1909	11 % \$10 buyers
Wong & Co., Limited	10,000	\$10	\$10	£1,500,000 \$15,000,000	\$1.37	5 % for 1909	11 % \$10 buyers
William Powell, Limited	15,000	\$7	\$7	£1,500,000 \$15,000,000	\$1.37	None	11 % \$10 buyers

## Hotels.

## VIENNA CAFE COMPANY (1910) LIMITED (RE-CONSTRUCTED).

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

## A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Tea, Ices, Light Refreshments.  
Specially selected Brands of Wines, Spirits, Beers, etc.  
An extensive modern Bakery.  
A French Chef.

Hongkong 22nd July, 1910.

(199)

## BAND 1 BAND 11 BAND 111

AT THE

## BELLE VIEW HOTEL.

SHAUKIWAN ROAD,

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 10th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 18th September (weather permitting).

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 17th September, 1910.

(16)

## Intimations

Denmarks Pride



HEYMANS BUTTER

SIEMSEN &amp; CO., Sole Agents.

49

## NEW SHOP JUST OPENED!!

DO NOT MISS LOOKING AT OUR WONDERFUL SELECTIONS OF

RARE JEWELS, &amp;c., &amp;c., &amp;c.

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CENTRAL.

Hongkong, 17th May, 1910.

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## PEAK TRAMWAYS COMPANY LIMITED.

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WEEK DAYS

7.00 a.m. to 10.00 a.m. Every 10 minutes  
10.00 a.m. to 11.00 a.m. Every 15 minutes  
11.00 a.m. to 12.00 p.m. Every 15 minutes  
12.00 p.m. to 1.00 p.m. Every 15 minutes  
1.00 p.m. to 2.00 p.m. Every 15 minutes  
2.00 p.m. to 3.00 p.m. Every 15 minutes  
3.00 p.m. to 4.00 p.m. Every 15 minutes  
4.00 p.m. to 5.00 p.m. Every 15 minutes  
5.00 p.m. to 6.00 p.m. Every 15 minutes

NIGHT OARS

5.45 p.m. and 6 p.m. 5.45 p.m. to 11.15 p.m. every half hour.

SUNDAY

8.00 a.m. to 10.00 a.m. Every 15 minutes  
10.00 a.m. to 11.00 a.m. Every 15 minutes  
11.00 a.m. to 12.00 p.m. Every 15 minutes  
12.00 p.m. to 1.00 p.m. Every 15 minutes  
1.00 p.m. to 2.00 p.m. Every 15 minutes  
2.00 p.m. to 3.00 p.m. Every 15 minutes  
3.00 p.m. to 4.00 p.m. Every 15 minutes  
4.00 p.m. to 5.00 p.m. Every 15 minutes  
5.00 p.m. to 6.00 p.m. Every 15 minutes

NIGHT OARS

Extra cars at 2.15 p.m., 11.30 p.m. and 12.15 a.m.

SATURDAY

8.00 a.m. to 10.00 a.m. Every 15 minutes  
10.00 a.m. to 11.00 a.m. Every 15 minutes  
11.00 a.m. to 12.00 p.m. Every 15 minutes  
12.00 p.m. to 1.00 p.m. Every 15 minutes  
1.00 p.m. to 2.00 p.m. Every 15 minutes  
2.00 p.m. to 3.00 p.m. Every 15 minutes  
3.00 p.m. to 4.00 p.m. Every 15 minutes  
4.00 p.m. to 5.00 p.m. Every 15 minutes  
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